Kawasaki Ninja 400 NO CUT Frame Slider Installation Instructions
Part Numbers: 710-4159, 715-4159, 750-4150, 750-4159, 755-4159

MADE IN THE USA!

Carefully read instructions in their entirety before the install

Professional installation is recommended. Always use proper safety measures during the install of this product. Do not try to install this product without proper tools, recently calibrated torque wrench, correct torque specifications from factory service manual, safety goggles and gloves. The motorcycle must be in a fixed secure position before the install process begins. DO NOT remove both engine studs at the same time. Shogun is not responsible for any part of your motorcycle for any reason. Precisely measure location of cut (if applicable) and if in doubt at any point please call us before the install process has begun.

Replacement Parts List: Left Side Components (as if you were sitting on the bike)

QTY	Price each	Part Numbers	Descriptions
1	$45.00	99-FS-710-4159-L	Carbon Left Side Puck
1	$20.00	99-FS-750-4150-L	White Left Side Puck
1	$20.00	99-FS-750-4159-L	Black Left Side Puck
1	$25.00	99-FS-715-4159-L	PA2 Left Side Puck
1	$20.00	99-OF-428-4150	Left Side Offset Black Anodized
1	$5.00	99-SP-428-9175-L	Left Side Spacer 2.465 Long Black Anodized
1	$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	$4.50	99-HB-SH10125140	Socket Cap 10 X 1.25 X 140 (Goes through offset into the frame) Main Engine Stud

Replacement Parts List: Right Side Components (as if you were sitting on the bike)

1	$45.00	99-FS-710-4159-R	Carbon Right Side Puck
1	$20.00	99-FS-750-4150-R	White Right Side Puck
1	$20.00	99-FS-750-4159-R	Black Right Side Puck
1	$25.00	99-FS-715-4159-R	PA2 Right Side Puck
1	$20.00	99-OF-428-4150	Right Side Offset Black Anodized
1	$3.00	99-SP-428-9176-R	Right Side Spacer 1.060 Long Black Anodized
1	$2.00	99-HB-SH10150045	Socket Cap 10 X 1.5 X 45 (Holds puck to offset)
1	$3.50	99-HB-SH10125100	Socket Cap 10 X 1.25 X 100 (Goes through offset into the frame) Main Engine Stud

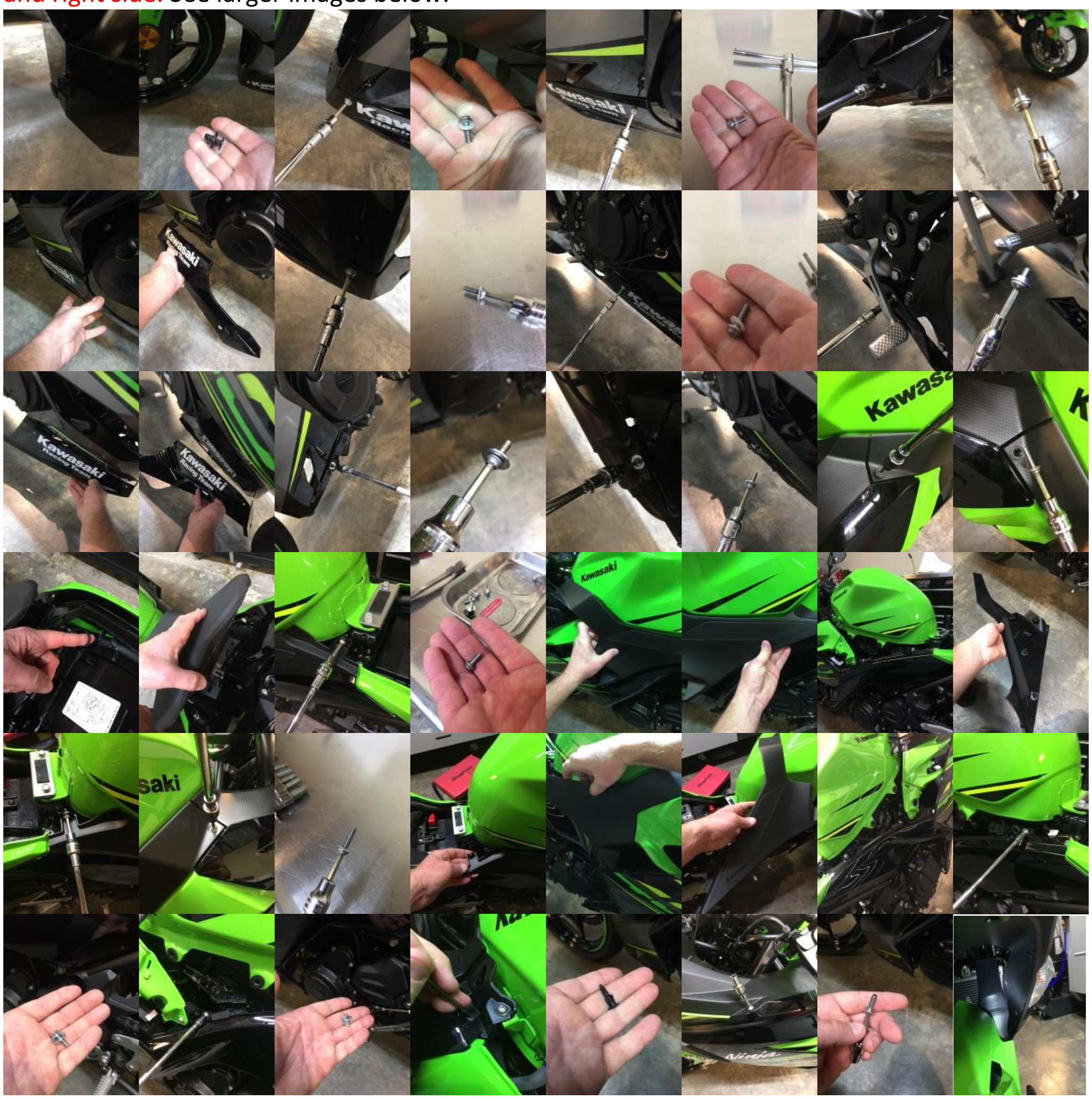
Frame Sliders: Left and Right Frame Sliders are the Same Length.

Installation Steps:

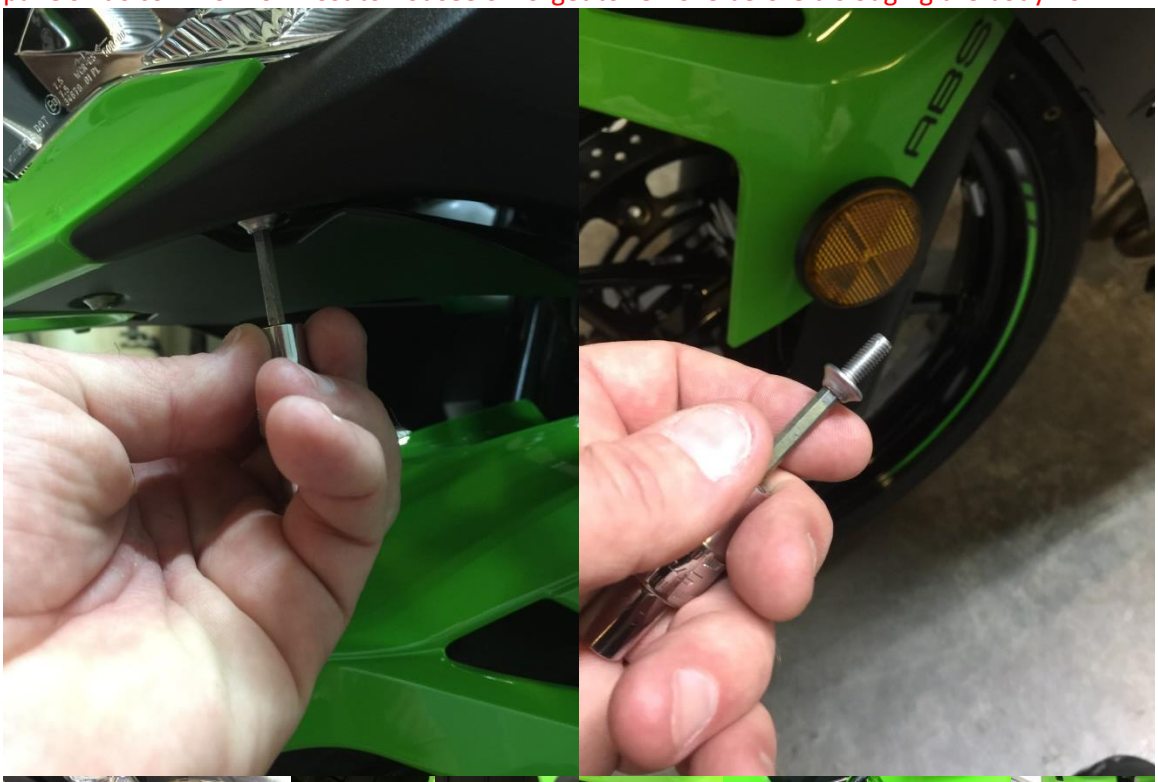
1. It's always best if you have two trays one for the left side of the motorcycle and one for the right side. Generally we place all hardware coming from the left side and center of the bike in the left hand tray. Everything from the right side goes in the right side tray. Also, many of the Ninja 400

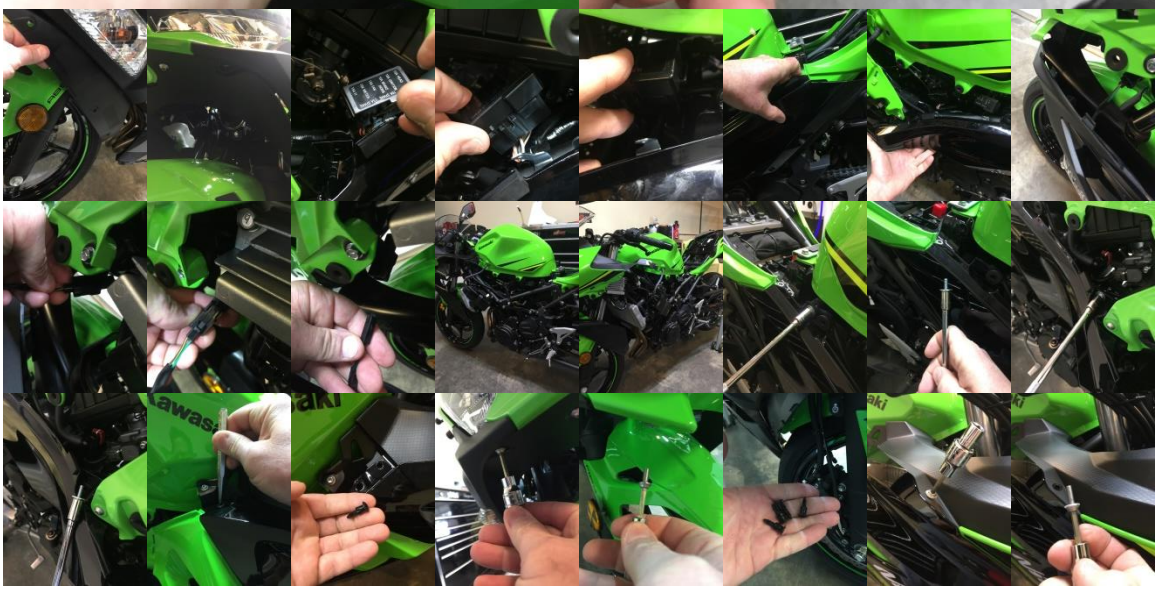
body screws have a nylon washer under the head of the screws make sure these washers stay with each screw they are attached to.

2. Remove left & right side body screws, plastic rivets and fuse boxes. NOTE: When all screws and plastic rivets are removed you can start to dislodge the bodywork from back to front. MAKE SURE you have everything removed. IF YOU FEEL too much tension don't force bodywork most likely there is a screw or a plastic rivet still in place. MOST common mistake for removal of left and right panels is the two screws that secure the front of the bodywork underneath the front upper cowling under the head lamps as well as forcing to dislodge the two body tabs on the left and right side. See larger images below.



These two fasteners left and right under headlights secure the front of the upper body side panels. It’s common for most to not see or forget to remove before dislodging the bodywork.





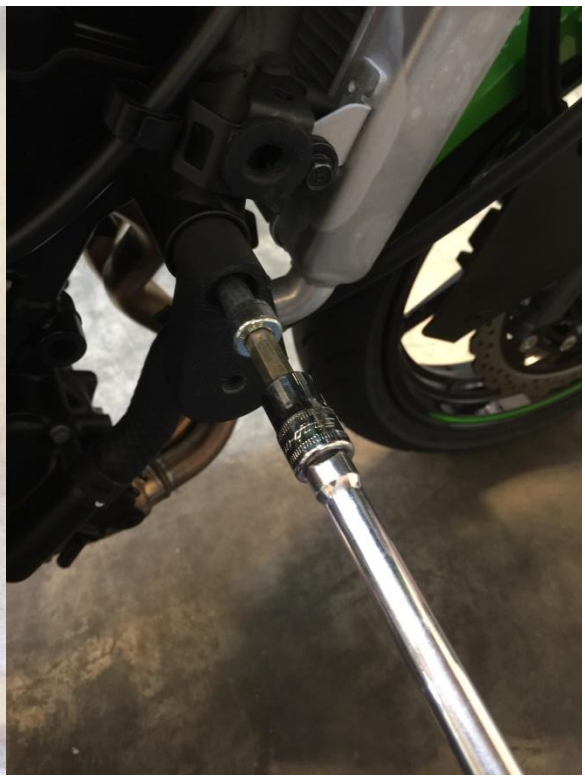
Body tabs on left and right shown below. Forcing these tabs taking the body off or on can cause damage to tabs.

3. Remove left side engine stud. There is a spacer that goes between the frame and the engine.

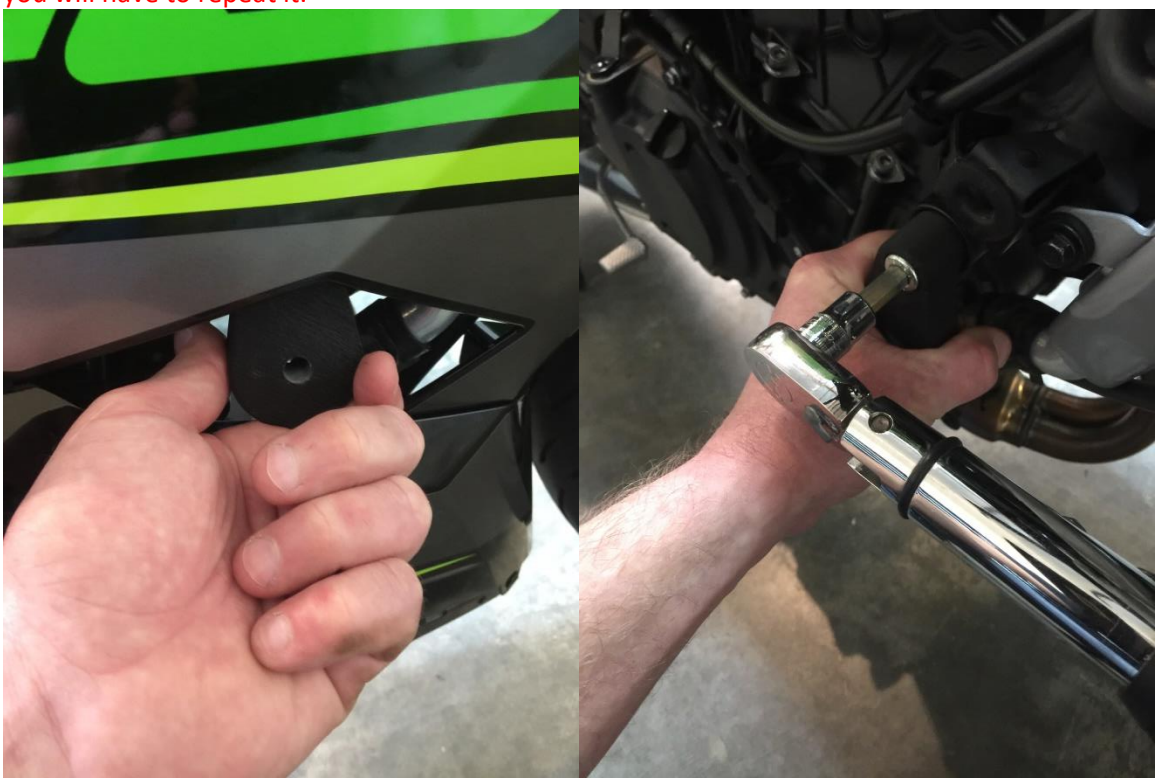
4. Using (SHOGUN Components) the longer of the two spacers (99-SP-428-9175-L left Side Spacer 2.465 Long Black Anodized) the offset 99-OF-428-4150 (both same left and right) and the 99-HB-SH10125140 (Socket Cap 10 X 1.25 X 140) Longer of the two main engine studs assemble the left side components. DON'T FORGET LEFT SIDE OEM STEEL SPACER that goes between the frame and engine. You want to get enough tension on the bolt so you can barely move the offset with one hand. Note: Rapid prototype parts shown below for illustration purposes only.

5. Loosely mount the left side bodywork and adjust the offset to the correct position. Once you have the offset in the correct position loosely mount the left frame slider as well to ensure the position is precise. When the offset is in the right position remove the bodywork and torque down main engine stud to OEM torque specs. Do not let offset rotate during this procedure or you will have to repeat it.

6. Using (SHOGUN Components) the shorter of the two spacers (99-SP-428-9176-R Right Side Spacer 1.060 Black Anodized) the offset 99-OF-428-4150 (both same left and right) and the 99-HB-SH10125100 (Socket Cap 10 X 1.25 X 100) Shorter of the two main engine studs assemble the right side components. You want to get enough tension on the bolt so you can barely move the offset with one hand.



7. Loosely mount the right side bodywork and adjust the offset to the correct position. Once you have the offset in the correct position loosely mount the right frame slider as well to ensure the position is precise. When the offset is in the right position remove the bodywork and torque down main engine stud to OEM torque specs. Do not let offset rotate during this procedure or you will have to repeat it.



8. Once all your SHOGUN components are adjusted and torqued down to OEM torque specs then mount left and right side bodywork accordingly. Double, triple check your work during assembly.

9. This step is the same for both left and right sliders. Mount left and right sliders using 99-HB-SH10150045 Socket Cap 10 X 1.5 X 45 (Holds puck to offset) one drop of BLUE thread locker and torque down to 32 lbs.

READ CAREFULLY

Shogun cannot guarantee that they will protect your motorcycle from any extent of damage. Shogun frame sliders are really meant to help possibly save the frame from damage in the event of a crash. Because Shogun frame slider products have been successful in saving cases, bodywork, levers and so on in the past, customers just assume sometimes you can put the product on and no damage will happen. The fact is, some crashes result in little or no damage to the motorcycle and some bikes are destroyed. It's kind of like a bumper on a car sometimes it works sometimes it doesn't, it really depends on all the different forces applied during the incident. We've seen bikes crash at 100 mph with little damage and some at 15 mph with major damage.